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AUTH: HR 70-2
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1. SSU-MAO TO TA-PING CHANG TO CHIANG-CHENG (EASTWARD TO MENG-TSU) ROAD.

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THIS WAS IMPROVED ROAD WITH MANY SWITCH BACKS, TRAVERSING ROUGH HILL COUNTRY RELATIVELY STEEP RELIEF. ROAD RANGES FROM 15 TO 20 FEET WIDTH AND UNSURFACED, GRADED EARTH ROAD. TWO MAJOR BRIDGES OBSERVED: DECK-TYPE ARCH BRIDGE 200 BY 20 FEET CROSSING LO-SO CHIANG (RIVER) 22 33N - 101 28E DECK-TYPE ARCH BRIDGE 300 BY 20 FEET LOCATED APPROXIMATELY 8 KM EAST CHIANG-CHENG. OTHER SMALLER BRIDGES NOTED. FROM CHIANG-CHENG ROAD CONTINUES NORTH APPROXIMATELY 11 KM WHERE CONSTRUCTION ENDS. A BRIDGE UNDER CONSTRUCTION ACROSS BLACK RIVER AT 22 49N - 101 55E.

2. CHIANG-CHENG TO MUONG-CU-NEVA (LAOS) TO MUONG-CU-TAI TO BOUN NEVA TO BUN TAI ROAD.

NO ROAD OBSERVED FOLLOWING THIS ALIGNMENT. A NARROW ROAD FOR RURAL TRAFFIC, EXTENDS SOUTH FROM CHIANG-CHENG APPROXIMATELY 6 NAUTICAL MILES.

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3. SSU-MAO TO CHE-LI TO FO-HAI (MENG-HAI) TA-LO ROAD

FROM TA-LO (21 41N - 100 03E) TO MENG-HUN (21 48N - 100 23E) THIS ROAD SINGLE LANE (ESTIMATED WIDTH 10 FEET) HAD EARTH SURFACE AND WAS SERVICEABLE. FROM MENG-HUN TO 21 55N - 100 21E ALIGNMENT CONSIDERABLY IMPROVED AND ROAD GRADED AND SLIGHTLY WIDENED (ESTIMATED WIDTH 12 TO 15 FEET). FROM 21 55N 100 21E TO SSU-MAO ROAD TWO LANE, HAS GRADED EARTH SURFACE, PROBABLY STRENGTHENED BY ADDITION OF CRUSHED STONE OR GRAVEL. THE ROAD HAS BEEN RECENTLY CONSTRUCTED AND IN GOOD CONDITION. CONSIDERABLE NUMBER OF CURVES AND SWITCH BACKS OBSERVED IN SOME SECTIONS.

BRIDGES OBSERVED ALL RIVER CROSSINGS WITH EXCEPTION OF MEKONG AT TA-LO. HERE ROAD BRIDGE UNDER CONSTRUCTION WITH TEN PIERS HAVING BEEN COMPLETED. WORK UNDERWAY ON ABUTMENTS AND APPROACHES EACH BANK. WHEN COMPLETED THIS BRIDGE WILL BE APPROXIMATELY 1000 FEET LONG. CURRENTLY TRAFFIC CROSSES MEKONG BY FERRY JUST SOUTH OF BRIDGE SITE.

FROM 21 55N - 100 21E on SSU-MAO TO CHE-LI TO FO-HAI TO TA-LO ROAD A GOOD TWO LANE, GRADED, EARTH ROAD PROBABLY STRENGTHENED WITH GRAVEL OR CRUSHED STONE, EXTENDS NW, PASSING THROUGH MAN-CHIAO (22 01N - 100 15E),

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MENG-MAN (22 09N - 100 07E) AND CONTINUES PAST CHEN-PIEN (22 33N - 99 59E) WHERE OBLIQUITY, SCALE OF PHOTOGRAPHY, AND POOR MAP DETAIL PRECLUDED TRACING THE ALIGNMENT FURTHER.

4. SSU-MAO TO TA-PING-CHANG TO I-PANG TO CHEN-YUEN TO MENG-HSING TO MENG-PENG TO MENG-MANG ROAD.

CHE-LI TO MENG-KAN TO MENG-HSING TO MENG-PAN TO BOUN-NEUA (LAOS) TO PHONG-SALY ROAD.

MENG-PAN TO MENG-LA TO MUONG YO (LAOS) TO BOUN-NEUA ROAD.

THESE THREE ROADS ONLY EXIST IN PART AND EVEN WHERE THEY DO EXIST THEY DO NOT FOLLOW ALIGNMENT SHOWN ON MAPS.

IT APPEARS TWO ROADS DO EXIST BUT WITH ENTIRELY DIFFERENT ALIGNMENTS AND OBVIOUSLY DIFFERENT NAMES AS SHOWN IN PARAGRAPES A AND B:

A. CHE-LI TO MAN-HA-KUO TO MENG-WEN TO MENG-LA TO MENG-PENG ROAD.

TWO LANE ROAD (ESTIMATED WIDTH 15 FEET) HAS GRADED EARTH SURFACE, PROBABLY STRENGTHENED WITH GRAVEL OR CRUSHED STONE. IT HAS MANY CURVES AND SWITCH BACKS IN HILLY PORTIONS AND APPEARS SERVICEABLE AND

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IN GOOD CONDITION. TWO MAJOR BRIDGES OBSERVED: ONE SINGLE LANE PONTOON BRIDGE 160 BY 10 FEET SPANS LO-SO CHIANG (RIVER) AT MAN-HA-KUO AND THE OTHER IS TWO LANE DECK-TYPE BRIDGE 200-BY 25 FEET ACROSS TRIBUTARY OF LO-SO CHIANG AT 21 50N - 101 20E.

AT 21 25N - 101 20E, APPROXIMATELY 3.5 NM SE OF MENG-PENG SINGLE LANE (ESTIMATED WIDTH 8 FEET) EARTH SURFACED BRANCH ROAD FORDS THE NAM-LA HO (RIVER) CONTINUES SOUTH TO MENG-MANG (21 18N - 101 18E) WHERE IMPROVEMENTS END.

B. MENG-LA TO NAM-CHUANG TO MUONG YO TO BOUN NEUS TO PHONG SALY ROAD

OBLIQUITY AND POOR MAPS PRECLUDE EXACT ALIGNMENT AND DETERMINATION OF WIDTH AND SURFACE FOR ENTIRE ROUTE; HOWEVER, IT APPEARS TO BE A TWO LANE GRADED, EARTH SURFACED ROAD PROBABLY STRENGTHENED WITH GRAVEL OR CRUSHED STONE. HAS MANY CURVES AND SWITCH-BACKS BUT APPEARS SERVICEABLE AND IN GOOD CONDITION. DECK-TYPE BRIDGE, 225 BY 25 FEET CROSSING THE NAM-LA HO (RIVER), 2.5 NM SOUTH OF MENG-LA WAS OBSERVED.

5. CHE-LI TO MENG-HA TO MONG UM (BURMA) ROAD

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NO ROAD FOLLOWING THIS ALIGNMENT WAS OBSERVED. HOWEVER, PROBABLE TWO LANE, GRADED, EARTH ROAD STRENGTHENED WITH GRAVEL OR CRUSHED STONE EXTENDS FROM ITS JUNCTION WITH CHE-LI TO FO-HAI HIGHWAY APPROXIMATELY ONE NAUTICAL MILE WEST OF CHE-LI SOUTHWARD TO MAN-SAN (21 30N - 100 38E).

6. MENG-PAN TO MENG-LA TO SHANG-YUNG TO BATENE (LAOS) TO NAM THA ROAD.

ROAD DOES NOT APPEAR TO BE IN EXISTENCE. SINGLE LANE UNIMPROVED ROAD EXTENDS NORTH FROM MENG-LA A FEW MILES BEFORE BECOMING A TRAIL SUITABLE FOR ANIMALS OR PORTERS. PORTIONS OF THE TRAIL HAVE BEEN CUT THROUGH FOREST, SOMETIME IN PAST AS IF IT WERE A CLEARING FOR A ROAD: HOWEVER, THESE PORTIONS ARE NOW OVERGROWN WITH GRASS AND WEEDS AND NO INDICATIONS OF ANY NEW ROAD CONSTRUCTION.

FROM MAN-CHUANG (21 26N - 101 39E) A SINGLE LANE UNIMPROVED RURAL ROAD EXTENDS SOUTH TO APPROXIMATELY MO-ESIEH-CHING (21 22N - 101 39E) BEFORE IT TOO BECOMES A TRAIL.

7. MUONG SING (LAOS) -KENG LAP (BURMA ROAD.

MUONG SING -NAM THA-VIEN POU NHA-NAM NOUEI SAL ROAD.

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MUONG SING-VIEN POU KHA ROAD.

NO ROADS THROUGH THESE TOWNS WERE OBSERVED.

OBLIQUITY PRECLUDED DETAILED ANALYSIS; HOWEVER, IT APPEARED ROADS RADIATED FROM MUONG SING FOR VERY SHORT DISTANCE. IT WAS IMPOSSIBLE TO DETERMINE WHETHER THEY WERE IMPROVED OR WHETHER IT WAS ONLY THE RURAL TRAFFIC CONVERGING FROM MANY TRAILS THAT GAVE WIDTH AND LIGHT TONE TO SURFACE. ABOVE MENTIONED "ROADS" DID NOT EXTEND FOR ANY DISTANCE AND NO CONSTRUCTION ACTIVITY WAS NOTED.

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